

LabTech Investments Ltd.

Karma Kitchen

Transport Statement

001

Issue | 25 November 2019

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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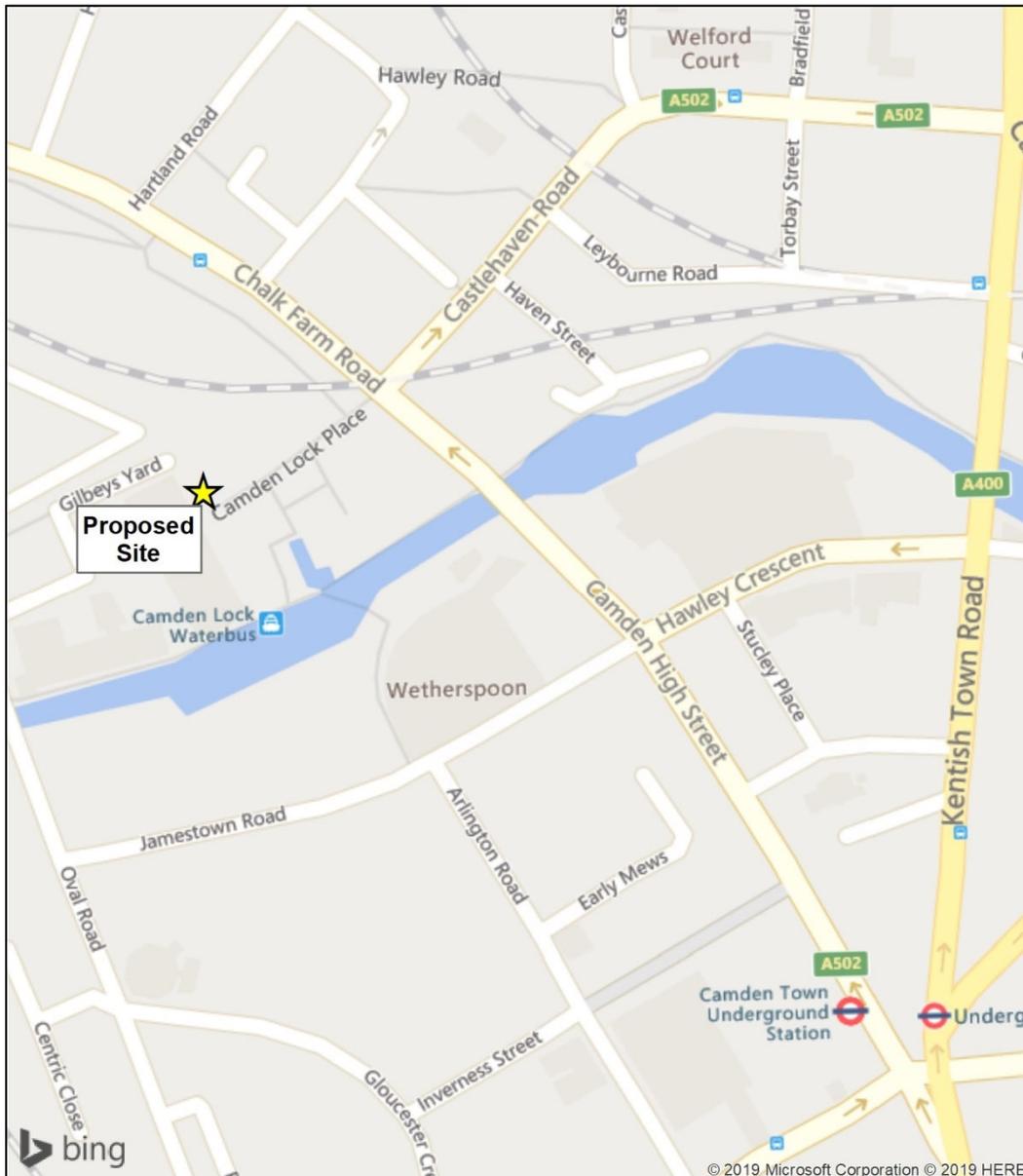
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1 Introduction

1.1 Purpose of Report

Arup has been commissioned by LabTech Investments Ltd. to prepare a Transport Statement (TS) in support of a planning application for a proposed shared kitchen facility in the sub-basement of the Triangle Building on Camden Lock Place in the London Borough of Camden (LBC). The location of the building is shown in **Figure 1**.

Figure 1 Site Location



The purpose of this report is to demonstrate to LBC, the local planning and highway authority, that any transport-related effects of the development proposals will be managed to ensure they do not have a significant impact on the surrounding area.

1.2 Existing Site

The location of the proposed shared kitchen facility is at the sub-basement level of the Triangle Building at Camden Stables Market, accessed via Camden Lock Place. The current site forms part of Shaka Zulu's domain (South African restaurant), however it is currently underutilised by the current occupiers and the area proposed for the shared kitchen (469sqm) is currently used for storage.

The Triangle Building already has a commercial kitchen space associated with the existing A3 use; planning permission is required for the proposed change of use to a shared kitchen facility.

1.3 Development Overview

The proposed development seeks to provide a high-quality kitchen space that can be leased to local businesses or individuals on a flexible basis. The shared kitchen will be managed by the company 'Karma Kitchen' which already operates a successful shared kitchen business at The Oval in Hackney (London Borough of Tower Hamlets). Businesses taking leases are considered as 'members'. Kitchen time is booked in predefined eight hour sessions (priced to reflect anticipated demand).

At the start of each session, members have access to a clean kitchen with cookers, tools and utensils. Members will be assisted with the transfer of ingredients and sessions set up with the onsite team of porters. When members book sessions at Karma Kitchen, they will have access to chilled storage for ingredients and products.

Karma Kitchen is a form of co-working incubator space for food businesses that allows members to take long or short-term contracts where all equipment is provided to test whether their business is likely to be a success, before then scaling up; this aligns with the ethos of the office space provided by LabTech across Camden. Membership is unrestricted and can include anyone involved in food production, including home bakers, food research and development, market traders requiring an improved food preparation environment, or food producers selling takeaway from online platforms.

Karma Kitchen considers Camden Market as a perfect growth location for its offer given the number of food outlets in the area which require additional production space and the proposed development will support the economic growth of the local market.

The benefits of hosting this facility within the Camden Market environment include:

- Food preparation and cooking processes for stall holders can be followed by Environmental Health Officers (EHO) from start to finish;
- Monthly EHO inspections, exceeding requirements, and thereby ensuring best practise food preparation and cooking procedures;

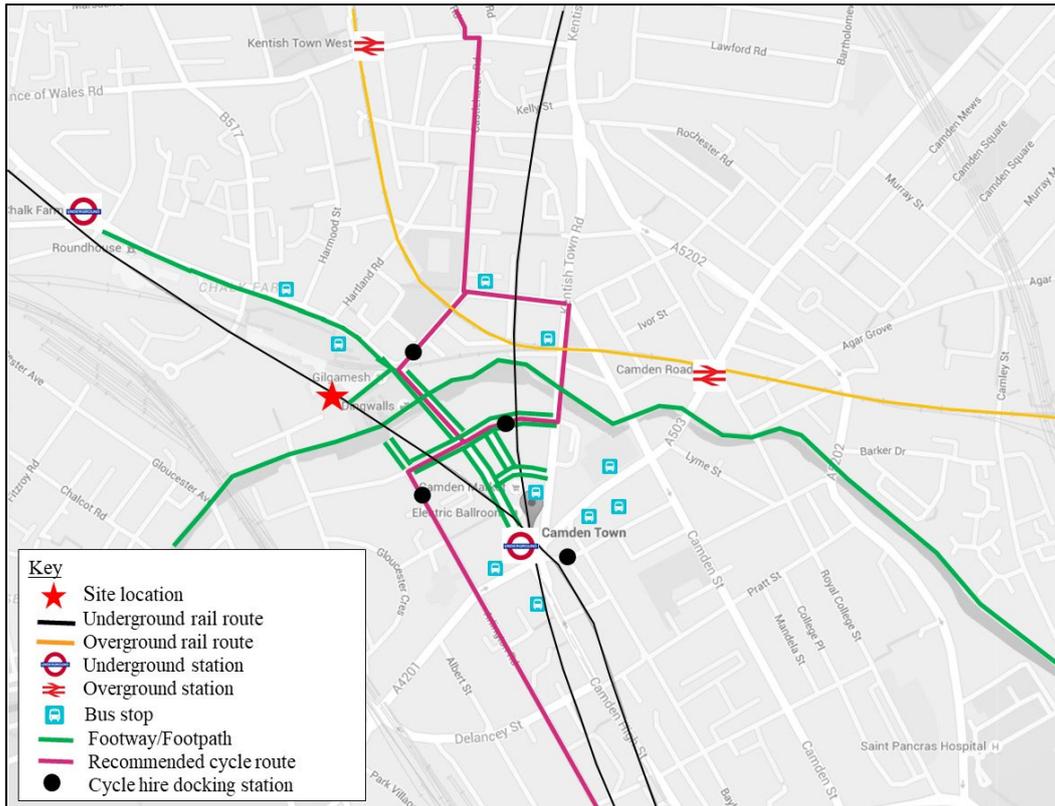
- Ability of members to store fresh food onsite in fridges in a controlled environment;
- Opportunity to consolidate fresh food deliveries and waste collection amongst members. Karma Kitchen has preferred fresh produce suppliers;
- The ability to take advantage of kitchen porter support to manage deliveries and waste collection; and
- The benefit of receiving food preparation areas and equipment hygienically cleaned at the start of sessions.

2 Existing Transport Conditions

2.1 Introduction

This section provides an overview of the transport networks in the vicinity of the site and identifies the site’s accessibility by different transport modes. **Figure 2** shows the main sustainable transport facilities in the vicinity of the site.

Figure 2: Sustainable Transport Connections



(Image Source: Map Data © 2019 Google)

2.2 Walking and Cycling

The Camden Markets area is a busy pedestrian environment and the local pedestrian network provides excellent access to a range of land uses. Camden High Street has benefited from improvements to the public realm, which have sought to reduce the dominance of vehicle traffic by narrowing the carriageway and widening the footways. Footways are provided on both sides of the roads that make up the local road network surrounding the site.

The building is located on Camden Lock Place which is pedestrianised during the day between (09:00-18:00). During the day bollards are installed to stop vehicular access and the junction of Camden Lock Place and Camden High Street is monitored by security personnel and CCTV 24 hours a day.

Camden Town London Underground (LU) station is located approximately 350m to the south and Chalk Farm LU station is located 650m to the north. Bus services can be accessed on Chalk Farm Road.

The site is well located with regards to cycling provision. Cycle parking is available on Camden High Street opposite Camden Lock Place and many of the local streets are recommended routes for cyclists.

As part of the London Cycle Hire scheme, a series of cycle docking stations have been installed throughout central London. The nearest docking station is located on Castlehaven Road opposite Camden Lock Place.

2.3 Public Transport

Camden Lock Place is located in the heart of Camden Market which is an area of excellent public transport provision and has a Public Transport Accessibility Level (PTAL) rating of 6b (1a being the lowest accessibility and 6b being the highest). The excellent accessibility of the site can be attributed to the location of numerous bus stops within walking distance and the proximity of Camden Town LU station.

Camden Town LU station, serviced by the Northern line, is the nearest station but those accessing the site can also use Chalk Farm LU station which is a 650m walk to the north of the site. Camden Town LU station currently has access restrictions on Sundays when the station is exit only between 13:00 and 17:30. Passengers are advised to use the nearby Mornington Crescent, Chalk Farm or Kentish Town stations for return journeys.

Camden Road Overground station is also located approximately 550m walking distance to the east of the site and provides rail services on the North London Line.

The bus stops closest to Camden Lock Place are located on Chalk Farm Road and Castlehaven Road and provide 24-hour services.

2.4 Highway Network

The proposed development is located outside the current Ultra Low Emission Zone (ULEZ) however Camden will be included from October 2021 when the ULEZ is expanded. The streets surrounding the site can be described as follows:

- Camden Lock Place is a cobbled, two-way street that is accessed via Camden High Street and provides access to the Triangle Building and other areas of Camden Market. The road is pedestrianised during the daytime with raised bollards preventing vehicular access to the street;
- Camden High Street is a one-way (northbound) road to the east of the site and becomes Chalk Farm Road at a point just north of the junction with Camden Lock Place. It also connects to Castlehaven Road at a signalised junction to provide a connection to Camden Town via Kentish Town Road;

- Chalk Farm Road travels north of Camden High Street and provides a two-way urban road through north London; and
- Castlehaven Road provides a one-way connection from Camden High Street / Chalk Farm Road to the A400 Kentish Town Road.

2.5 Car Parking and Car Clubs

The nearest on-street public parking bays, available during the day, are located on Castlehaven Road and Chalk Farm Road, to the north of Camden Lock Place. Parking is also permitted in the evening in the loading bay on the west side of Camden High Street, close to Camden Lock Place. The nearest dedicated disabled permit parking spaces are located in Leybourne Street, Hartland Road and Hawley Crescent.

There are no public off-street car parks located nearby although car parking is provided at Morrisons Supermarket on Chalk Farm Road for customers.

Zipcar operates a car club vehicle from Castlehaven Road.

3 Description of Development

3.1 Overview of 'Karma Kitchen'

Karma Kitchen was established in 2018 and constructs, equips and manages kitchen spaces which can be leased on a flexible basis by early stage catering businesses and those wishing to increase production. The proposed facility in Camden will include seven kitchens.

Karma Kitchen currently operates a similar sized facility in Hackney and the company is seeking to open another three sites later in the next year having identified a market demand for this service.

A shared kitchen includes ovens, hobs, storage, washing facilities, kitchen equipment and kitchen work-surfaces which can be hired on the basis of eight-hour slots or sessions. Space is provided to help small businesses grow, test new products, prepare for small catering events or to increase production generally.

Karma Kitchen oversees the maintenance, washing-up, deliveries, waste collection and laundry to ensure that businesses can focus on food production and at the same time ensure that Food Standards Agency standards are met at all times.

It is anticipated that the majority of members who take space in the proposed Camden facility will already trade within Camden markets, or in Camden Town, and accordingly the proposed development will provide an important supplementary facility to support the smooth operation of the market.

As membership is unrestricted, it is anticipated that some members may offer takeaway delivery services (customers will not be permitted to access the premises). This is not anticipated to be significant in relation to other nearby outlets operating with similar online offerings.

The key focus of the business will be related to existing market traders offering improvements to current food production and preparation processes.

3.2 Development Area

The proposed operation comprises of 469 sqm GIA of B1(c) shared kitchen space. This area includes seven shared kitchens.

3.3 Access Proposals

The entrance to the proposed development is located on Camden Lock Place. Access to the basement is via Lift 1 at the entrance on Camden Lock Place, or Staircase 1 from the main entrance.

Vehicular access to Camden Lock Place is not permitted during the daytime and therefore when the road is closed, vehicular access for delivery purpose will take place via the loading bay on Chalk Farm Road. Further information about the proposed access strategy is detailed in **Section 5**.

3.4 Car and Cycle Parking

No car parking will be provided for the proposed development and **Section 2** identifies the nearest public car parking locations.

Visitors are not permitted to access the facility and therefore no formal short stay parking will be provided.

Cycle parking is available on Camden High Street opposite Camden Lock Place.

4 Trip Generation

4.1 Person Trips

The level of person trips associated with the proposed development will be relatively low. The facility will require two to three kitchen porters and cleaners to ensure members' sessions are running smoothly. They will be on hand to help with the transfer of produce and acceptance of deliveries. It is anticipated that the development will create 10 full time jobs dedicated to the operation of the space.

Kitchen space will be hired by individuals or groups of two to three people. If all seven kitchens are utilised, this will give a site attendance of around 20 people (excluding porters).

Furthermore, initial queries relating to the proposed facility indicates that there is a significant interest from existing stall holders within Camden Lock Market. This would reduce the number of 'new' trips; members would be onsite already.

Therefore, the impact of person trips is considered to be negligible and the impact of employee type trips is not considered further.

4.2 Servicing and Online Take Away Trips

Whilst the number of people based within the site will be relatively low, a shared kitchen will generate a number of external trips to and from the site. There will be incoming trips comprising deliveries of ingredients and cleaning products. There will also be an element of online takeaway delivery orders.

The forecast number of servicing trips and takeaway deliveries by day of the week is presented in **Table 1** and **Table 2**.

The forecasts are based on Karma Kitchen's current operation in Hackney and adjusted to reflect the context and anticipated membership profile at Camden Market.

Table 1 Forecast Deliveries at Camden Market

Hours	Mondays to Thursdays	Fridays	Saturdays	Sundays
06.00-09.00	15	15	12	0
09.00-11.00	7	7	7	0
11.00-14.00	5	5	5	0
14.00-17.00	4	4	4	0
17.00-20.00	2	2	0	0
20.00-22.00	0	0	0	0
22.00-6.00	0	0	0	0
Total	33	33	28	0

Table 1 shows that there will be early morning deliveries of primarily fresh food and ingredients during the week and less so on a Saturday. It is anticipated that the majority of deliveries would take place between 06:00-07:00 to ensure members have their ingredients for the morning session.

Some deliveries will also be made throughout the day with 1-2 deliveries taking place per hour.

No deliveries or servicing will take place on a Sunday.

Table 2 Forecast Takeaway Deliveries

Hours	Mondays to Thursdays	Fridays	Saturdays	Sundays
06.00-09.00	0	0	0	0
09.00-12.00	0	0	0	0
12.00-14.00	10	10	7	12
14.00-17.00	7	7	10	10
17.00-20.00	20	15	15	15
20.00- 24.00	14	14	19	19
24.00-06.00	0	0	0	0
Total	51	46	51	56

Table 2 shows that take away delivery activity will primarily occur during lunch time and during the evening and night time. It is anticipated that during these periods there may be up to 7 deliveries per hour each with a processing time of approximately 5 minutes.

Deliveries will primarily take place using mopeds or cycles, however Karma Kitchen is aware providers are committed to transitioning the delivery fleet to Electric Bikes from 2020.

5 Transport Impact & Management Strategy

5.1 Introduction

A significant proportion of goods deliveries will be associated with existing market stalls, and these goods will simply be deferred to the kitchen. Nevertheless, the kitchen will generate some additional trips.

A stringent management strategy will be put in place to accommodate these additional trips following the framework outlined in this section.

This management strategy will be given to all members hiring kitchen space as part of the membership Code of Conduct.

5.2 Hours of Operation

It is proposed that the development operates over three shifts per day. These would be between 7am-3pm, 4pm-11pm and 12am-6am. Each shift would be separated by a one hour deep clean and therefore there will be no activity, except for cleaners, between 3pm – 4pm, 11pm – midnight and 6am – 7am.

The overnight shift will be for market stall bulk production and breakfast corporate catering. The morning shift will be primarily used for lunch caterers and product manufacture, and the evening shift is for delivery and evening corporate catering and event catering.

The kitchen is typically at 20% capacity overnight and this type of member has no incoming or outgoing deliveries during their shift, with most product arriving the morning before their shift and outgoing deliveries occurring the following morning.

5.3 Access Arrangements

It is proposed that vehicle deliveries and collections take place from either on Camden Lock Place (in line with existing arrangements for Camden Lock Market stall holders) or from the loading bay on Chalk Farm Road.

Deliveries will be transferred from the loading bay to the shared kitchen by Karma Kitchen's porters. **Figure 3** is an extract from plan included within the Design and Access Statement submitted for planning (produced by mbh) showing the proposed delivery route.

The distance of the route is just under 150m and based on an average walk time of 80m per minute, it will take just under two minutes to walk from the loading bay to the kitchen.

Figure 3 Proposed Delivery Route (extract from Drawing 13642-DR, mbh)

The arrangements for the delivery of goods and online food take away deliveries is as follows:

Goods deliveries:

- 6am – 9am – Camden Lock Place (prior to Camden Lock Place being closed to vehicles)
- 9am – 10pm – Chalk Farm Road loading bay
- 10pm – 6am – No Deliveries

Online food take away deliveries:

- 12noon - 8pm – Chalk Farm Road loading bay
- 8pm – 12 midnight – Camden Lock Place (once restrictions on Camden Lock Place are lifted)
- Midnight – 12noon – No pick-ups

Members who hire space within the kitchen will be told to advise any vehicle delivery and collection trips (couriers) of the delivery and collection arrangements.

Any vehicles trying to access the building via Camden Lock Place, outside the permitted times, will be turned away by the security personnel who manage access at the Camden Lock Place junction. These arrangements are aligned with the existing servicing arrangements for the Triangle Building.

There is also a loading bay on Camden High Street to the south of Camden Lock Place. This is available for loading during the daytime and parking overnight. It is likely that some deliveries to the building will use this loading area, as per existing arrangements. This will not be the delivery point advised to members – Chalk Farm Road will be the identified collection point – however the Camden High Street loading bay is available for vehicular deliveries to Camden Lock Place and may be utilised for occasional deliveries to the proposed development.

The activity that will be associated with the proposed development is not considered to be significant when this activity is considered within the context of existing outlets offering this service locally, either from existing stall holders within the market or from other outlets along Camden High Street and Chalk Farm Road. The market area is a very busy environment, with many food outlets, and this supplementary provision will align with existing food operations.

5.4 Consolidating Deliveries

Karma Kitchen has ‘Delivery Practices’ that identify preferred suppliers to consolidate deliveries. Details will be provided in the Code of Conduct. Occupiers will be given these instructions to assist in the consolidation of deliveries and reduce the number of trips.

5.5 Waste Collection

The waste collection procedures for the shared kitchen facility will be integrated into processes in place for the wider market. Internally waste will be collected and separated into waste and recyclables by kitchen porters and placed into the designated bin store, to be collected by Camden Market facility management staff.

The survey of the shared kitchen facility at Hackney identified that there are generally one to two waste collections per day. This is comparable with waste collections associated with the existing A3 (restaurant) use.

Karma Kitchen has agreements with companies that collect food waste and oil collection companies. Food waste is converted into compost and waste oil is used to generate suitable energy.

5.6 Karma Kitchen Membership

As part of the agreement that members will sign, they will be obligated to agree to the access arrangements and delivery strategy in the Code of Conduct. The proposed strategy will be managed and enforced by both kitchen porters and Camden Market security staff. If members do not comply with the delivery arrangements, their membership will be suspended.

5.7 Proposed Mitigation

Karma Kitchen will monitor, review and update delivery and servicing practises to ensure operations are effective and as efficient as possible. This will include regular liaison with Camden Market facility management and security teams.

Karma Kitchen will also be aware that deliveries and online food platforms have provided commitments to transition to E-bikes, cargo bikes and cycles from 2020 to reduce any perceived impact on local amenity.

5.8 Summary

Whilst there is expected to be an increase in activity associated with the proposed use, a robust management process has been defined to minimise impacts on the local transport network. This management process, detailed in the Code of Conduct, will be given to each member hiring space within the Camden kitchen.

This includes a specified delivery and collection strategy, utilising existing waste collection procedures and management methods to combine and consolidate trips where possible. If members do not comply with the Code of Conduct, they will no longer be permitted to use the Camden kitchen facility. Ensuring members abide by the transport strategy is of vital importance to the management of Camden Market to ensure that the use complements and enhances existing operations and does not distract from the success of the market area.

6 Summary and Conclusions

Arup has been commissioned by LabTech Investments Ltd. to prepare a Transport Statement (TS) in support of a planning application for a proposed shared kitchen facility, operated by Karma Kitchen, in the Triangle Building on Camden Lock Place in the London Borough of Camden.

This document has considered the transport implications of the proposed development and to summarise:

- The proposed development is located in an area of excellent public transport provision (6b PTAL rating with some nearby areas scoring 6a). This includes bus, Overground and Underground, cycling and walking facilities;
- The development will provide no car parking and the anticipated person trip generation is sufficiently low across the day so not to have a material impact on sustainable transport networks;
- Visitors will not be permitted to access the proposed facility;
- A team of kitchen porters will coordinate and transfer deliveries from existing loading bays to the development. The porters will also separate and organise waste collection and transfer of material for recycling and composting;
- An access strategy has been defined that utilises an existing loading area for daytime deliveries and collections;
- It is expected that the Camden kitchen will be utilised by existing market outlets and whilst there will be collections by delivery companies, the volume of additional trips can be accommodated within the existing loading bays; and
- Members will sign up to a Code of Conduct to ensure they comply with the facility management processes.

The assessment therefore concludes that the transport activity associated with the proposed development can be managed to ensure it does not adversely affect local transport conditions.